

Message Text

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43

ACTION EB-07

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E. O. 11652: N/A

TAGS: EAIR, FR, UK

SUBJ: CONCORDE: HAMMARSKJOLD INTERVIEW

1. LE MONDE OF OCT. 31 PUBLISHED INTERVIEW WITH KNUT HAMMARSKJOLD, DIRECTOR GENERAL OF IATA, ON SUBJECT OF CONCORDE. HAMMARSKJOLD SAID THAT CONCORDE WAS UNDENIABLY A TECHNOLOGICAL SUCCESS AND WOULD PAVE THE WAY FOR SECOND GENERATION OF SST'S, WHICH BECAUSE OF LARGE COSTS INVOLVED, HOWEVER, COULD ONLY BE COOPERATIVE ENDEAVOR BETWEEN EUROPEANS AND US. FROM STANDPOINT OF OPERATING COSTS, HOWEVER, CONCORDE POSES PROBLEM ESPECIALLY BECAUSE OF HIGH FUEL COSTS AND CONCORDE FUEL CONSUMPTION FOUR TIMES HIGHER THAN THAT OF 747 PER PASSENGER-MILE. QUESTION WAS WHETHER THE GAIN IN TIME WOULD BE WORTH THE ADDITIONAL EXPENSE.

2. WITH BENEFIT OF HINDSIGHT HAMMARSKJOLD SAID THAT FIFTEEN YEARS AGO WHEN CONCORDE WAS CONCEIVED FRENCH AND BRITISH THOUGHT PREMIUM SHOULD BE PLACED ON SPEED, WHEREAS TODAY IT WAS EVIDENT WOULD HAVE BEEN WISER THEN TO INVEST INSTEAD IN MAKING AIRCRAFT ENGINES QUIETER AND LOWERING FUEL CONSUMPTION.

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3. HAMMARSKJOLD SAID THAT AT OUTSET OF COMMERCIAL

SERVICE NOT TOO MANY CONCORDES SHOULD BE PLACED IN
OPERATION SINCE CLIENTELE WAS VERY LIMITED. BUILDING
MORE CONCORDES THAN THE SIXTEEN NOW PROGRAMMED WOULD,
HE SAID, RISK OVERCAPACITY.

4. LE MONDE'S LEAD-IN PARA TO ABOVE INTERVIEW REPORTS
THAT IATA IS CLOSE TO AGREEMENT ON 18-20 PERCENT
SURCHARGE OVER FIRST CLASS FARE FOR CONCORDE TARIFF.
RUSH

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NNN

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